



Intent

This section includes maps and diagrams depicting the locations, cross-sections, and standards/guidelines for streets and water bodies, and locations and standards/guidelines for schools, parks, and other public spaces within Panther Island. Similar in function to the City's Master Thoroughfare Plan and Street Development Standards, the Panther Island Urban Design Plan guides the location and design of these public spaces so as to encourage development that is consistent with the vision for Panther Island and principles outlined in the Panther Island Development Standards and Guidelines.

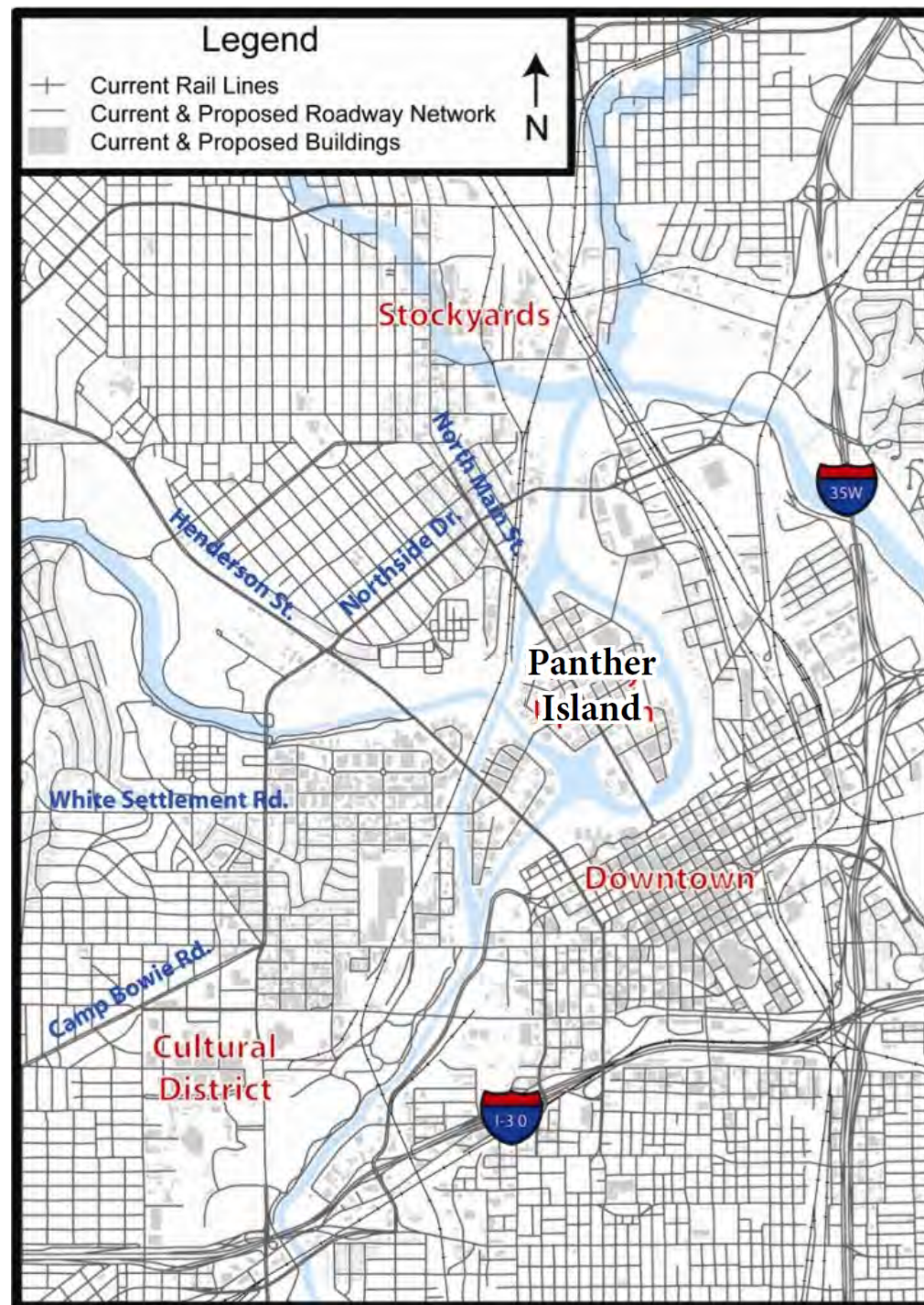
Circulation Network and Street Standards

Intent and Principles

This section illustrates the Panther Island circulation network and provides specifications for arterials, collectors, local streets, and access lanes in Panther Island. Streets will constitute the most significant component of Panther Island's public realm; therefore, it is critically important to promote pedestrian-oriented designs for streets and sidewalks in this high-density district. Although the City may adjust the standards listed in this section in response to changes in travel demand or circulation patterns, any changes must be consistent with the principles listed below.

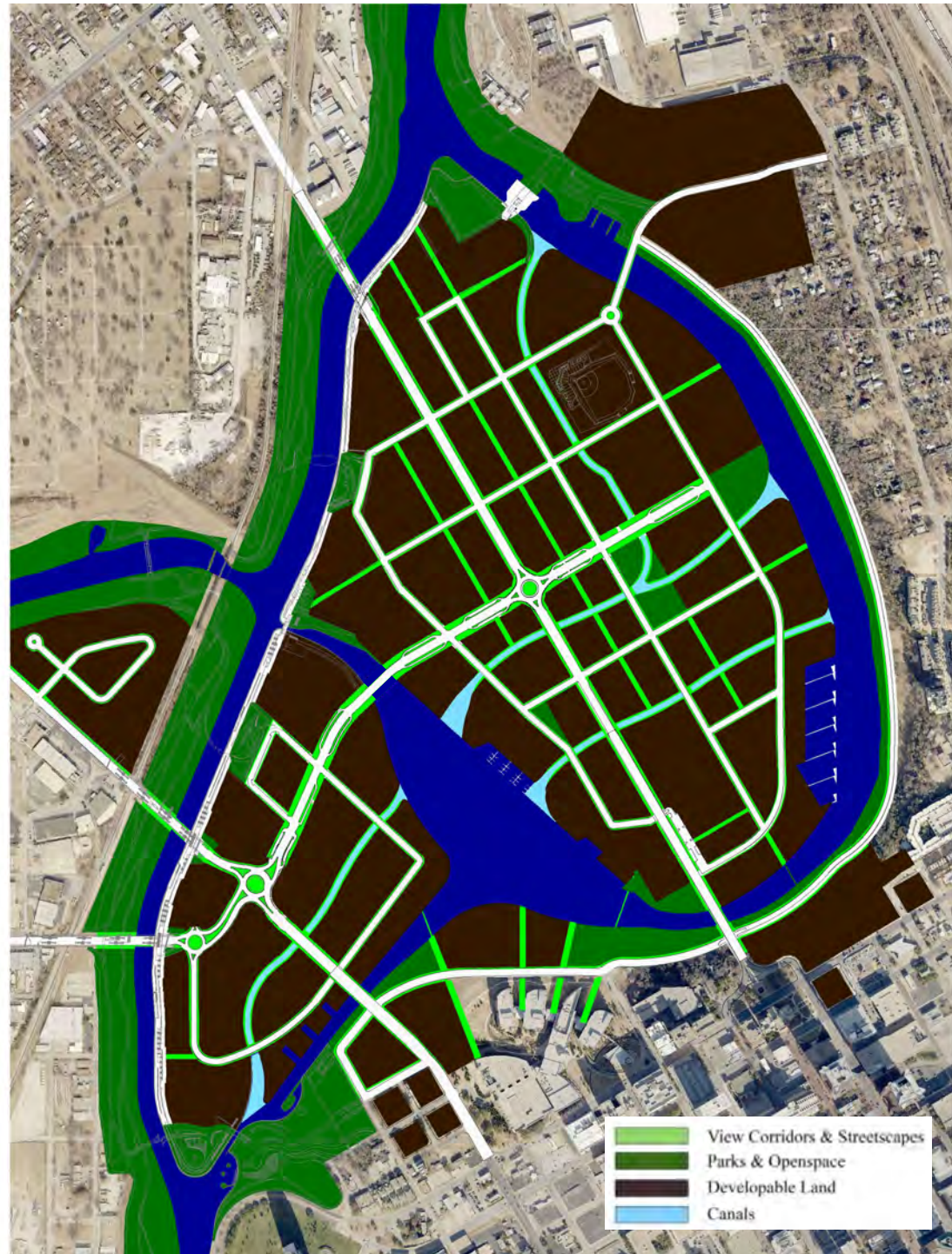
Circulation Network Principles

- Maximize street and path connectivity for vehicles, pedestrians, public transportation, and bicycles so as to promote efficient circulation and to provide a wide range of mobility options.
- Design North Main Street, Henderson Street, and White Settlement Road to provide efficient mobility and to connect to other corridors throughout the Panther Island Area, but use street designs that are compatible with central city redevelopment.
- Use streets and pedestrian paths to provide and protect views to the Tarrant County Courthouse, the Downtown skyline, waterfront areas, bluffs, and other significant landmarks.

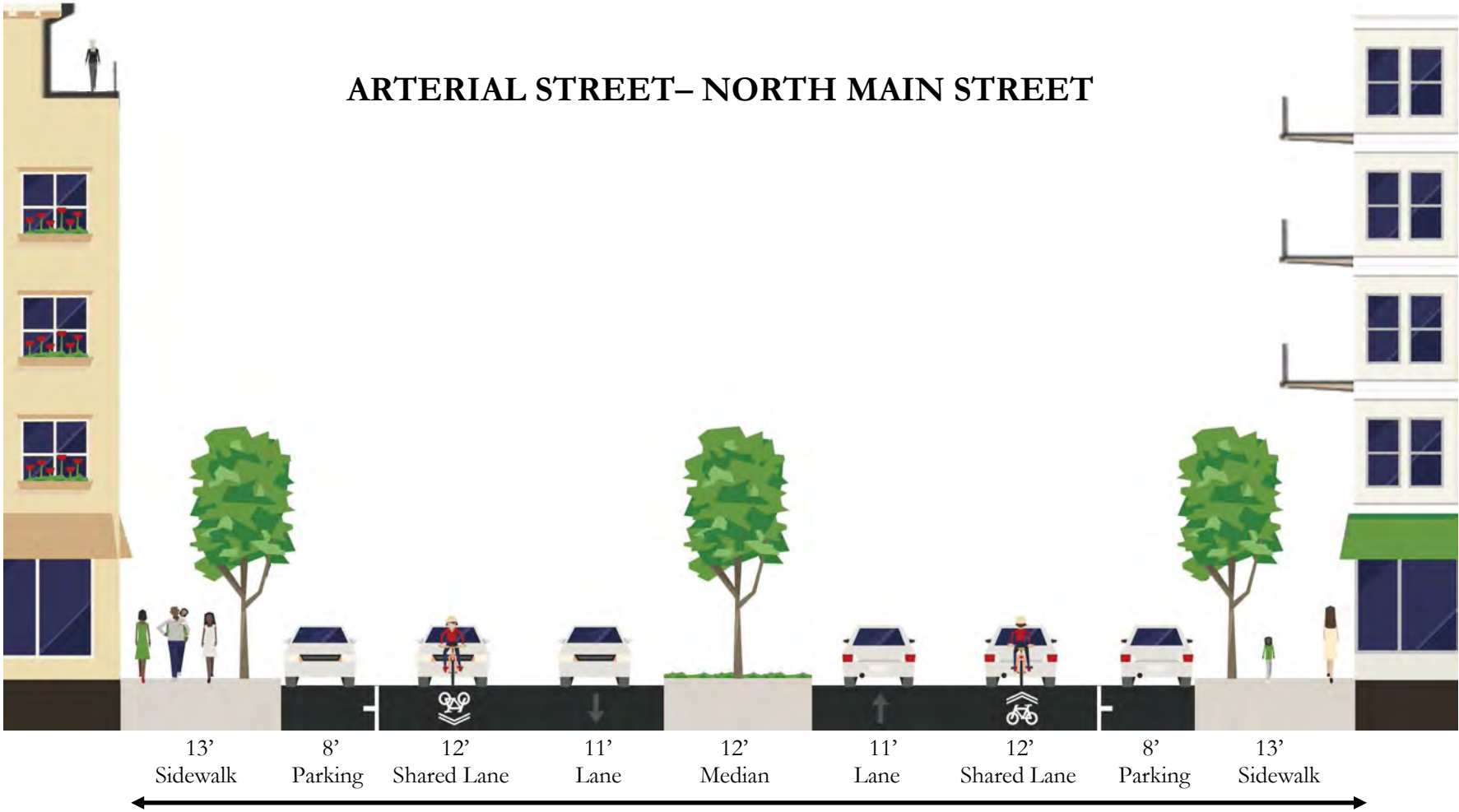


Streets and Sidewalks Principles

- Design all streets and sidewalks to ensure pedestrian activity and comfort.
- Balance the circulation requirements of automobiles, bicycles, and pedestrians in the design of street cross-sections.
- Ensure quality construction and attention to detail in the design and construction of streets.
- Use simple sidewalk designs to ensure easy maintenance and place greater emphasis on the design of building facades that front public sidewalks.

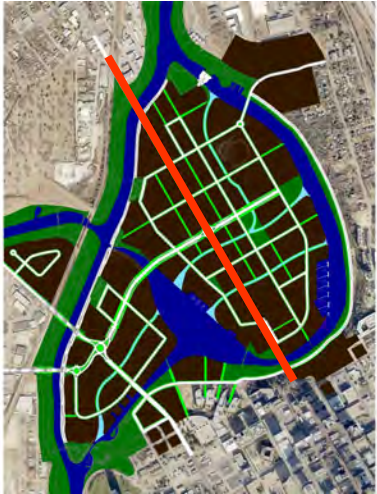


ARTERIAL STREET- NORTH MAIN STREET

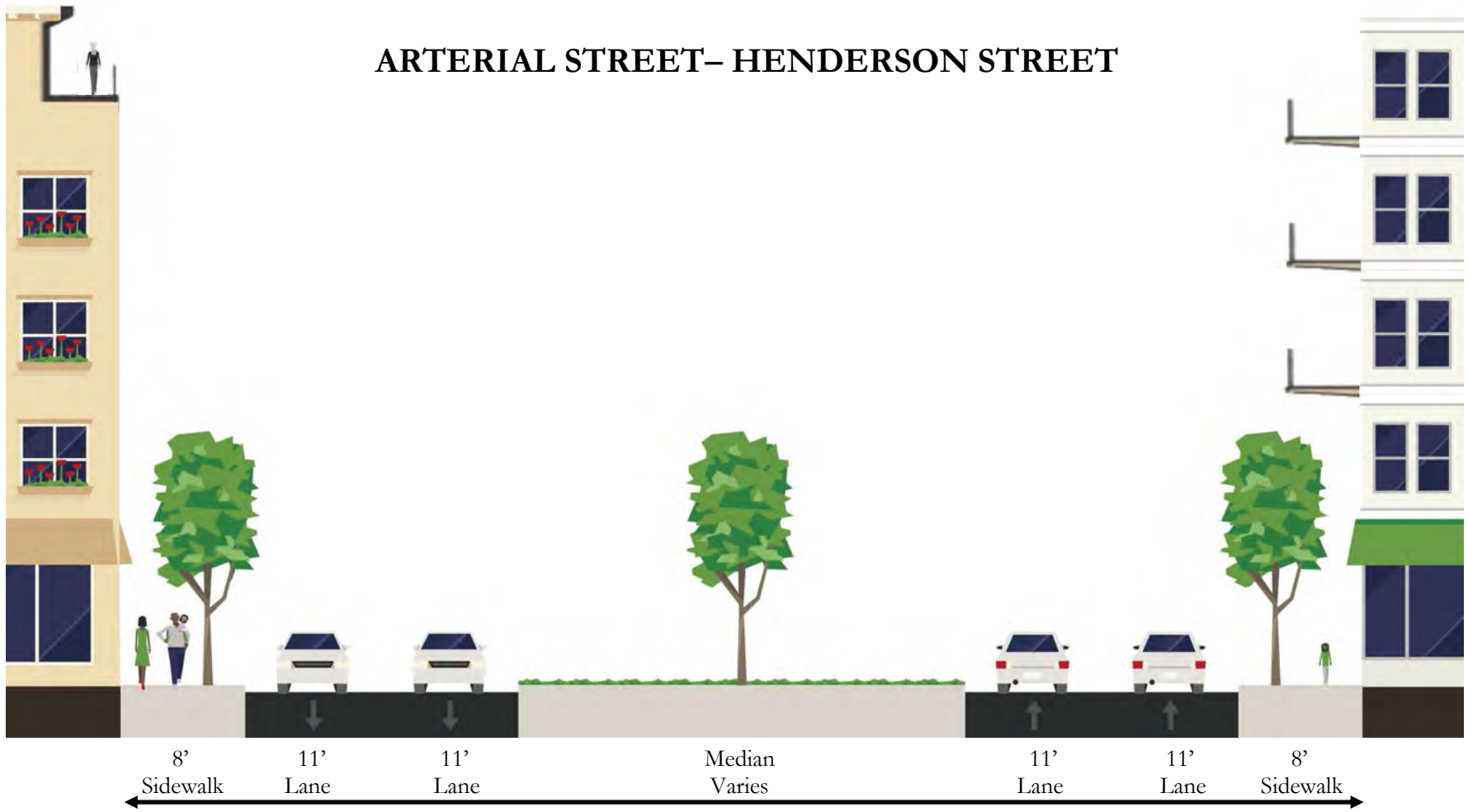


North Main Street Standards

- Right-of-way 100 feet
- Travel lanes 4 lanes; 46 feet
- On-street Parking Two 8-foot parking lanes
- Sidewalks 13 feet
- Street Trees 25-foot minimum spacing
- Pedestrian zone 6-foot minimum width
- Furnishing zone Minimum of 3-feet from curb
- Sidewalk Dining Encouraged



ARTERIAL STREET- HENDERSON STREET

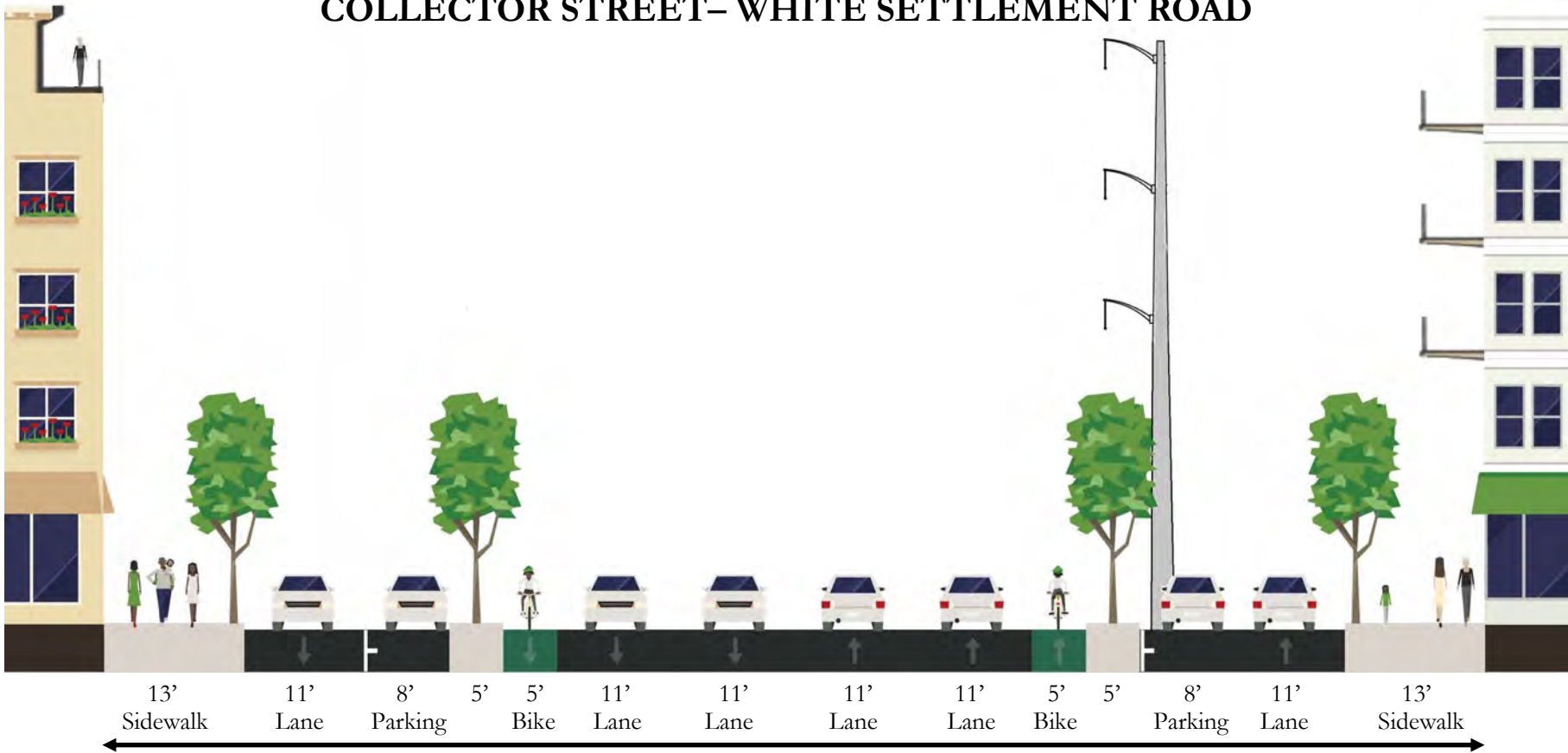


Henderson Street Standards

Right-of-way	100 feet
Travel lanes	4 lanes; 44 feet
On-street Parking	To be determined
Sidewalks	8 feet each, 16 total
Street Trees	25-foot minimum spacing
Pedestrian zone	6-foot minimum width
Furnishing zone	Minimum of 3-feet from curb
Sidewalk Dining	Encouraged with appropriate building setback- maximum of 10 feet



COLLECTOR STREET- WHITE SETTLEMENT ROAD



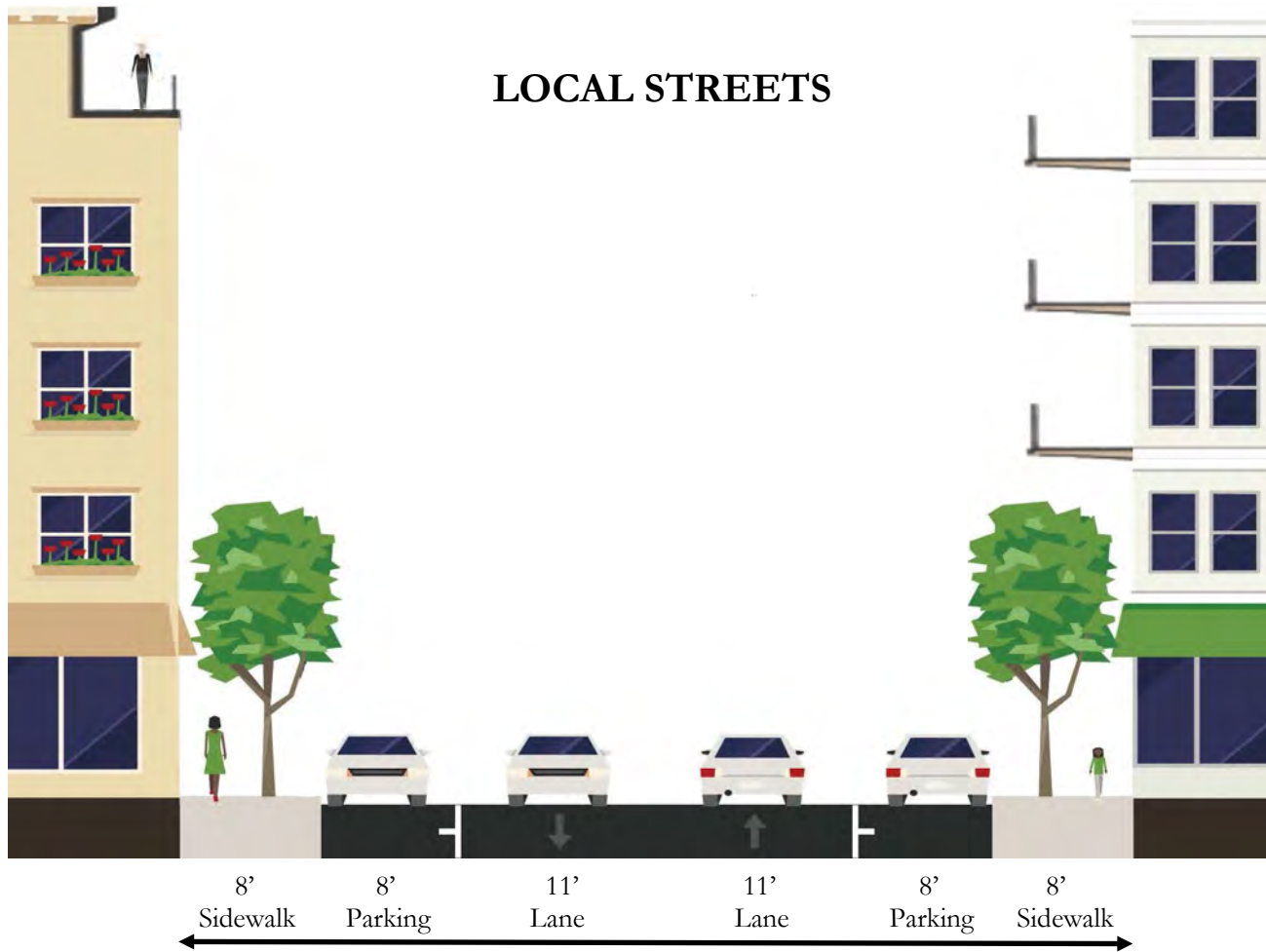
White Settlement Street Standards

Right-of-way	128 feet
Travel lanes	4 lanes; 44 feet, with 2 slip lanes; 22 feet
On-street Parking	Two 8-foot parking lanes
Sidewalks	13 feet
Street Trees	25-foot minimum spacing
Pedestrian zone	6-foot minimum width
Furnishing zone	Minimum of 3-feet from curb
Sidewalk Dining	Encouraged with appropriate building setback- maximum of 10 feet

*Note: Transmission power corridor is only needed from the Henderson roundabout to the outer Local Circulator.



LOCAL STREETS

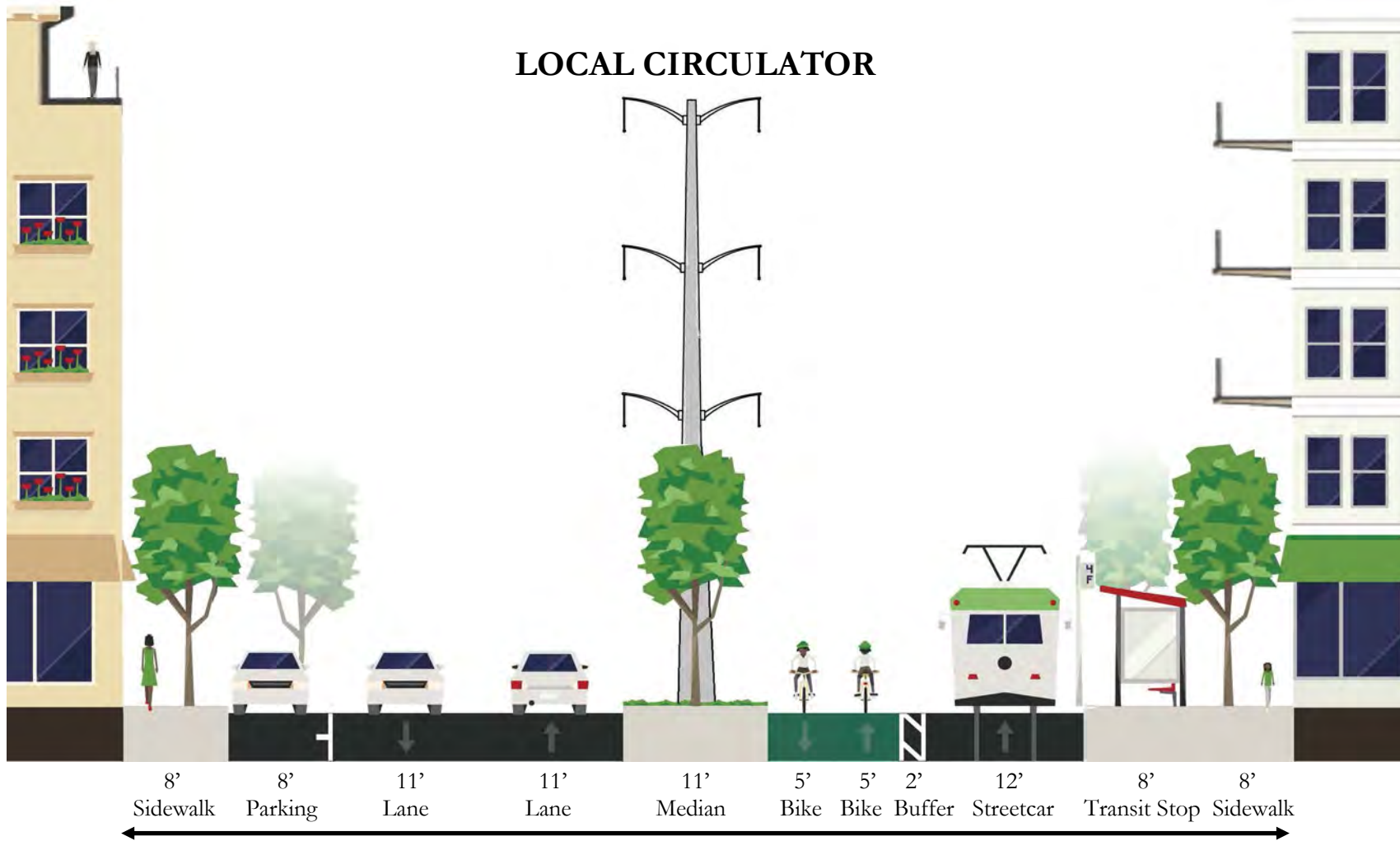


Local Street Standards

Right-of-way	54 feet
Travel lanes	2 lanes; 22 feet
On-street Parking	Two 8-foot parking lanes
Sidewalks	8 feet
Street Trees	25-foot minimum spacing
Pedestrian zone	5-foot minimum width
Furnishing zone	Minimum of 3-feet from curb
Sidewalk Dining	Allowed



LOCAL CIRCULATOR



Local Circulator Standards

Right-of-way	89 feet
Travel lanes	2 lanes; 22 feet
On-street Parking	1 inside lane (facing interior Island)
Bike lanes	2 outside lanes
Street Car	Outside Lane (facing Waterfront)
Sidewalks	8 feet
Street Trees	25-foot minimum spacing
Pedestrian zone	5-foot minimum width
Furnishing zone	Minimum of 3-feet from curb
Sidewalk Dining	Allowed

*Notes: Where a transmission power corridor (generally the north, north west, and most southern portion of the loop) is not required, then the center median can be reduced to 4 feet. Where On-Street Parking is not allowed (ie. near intersections, bulb outs, transit shelters...), another row of trees shall be planted.

